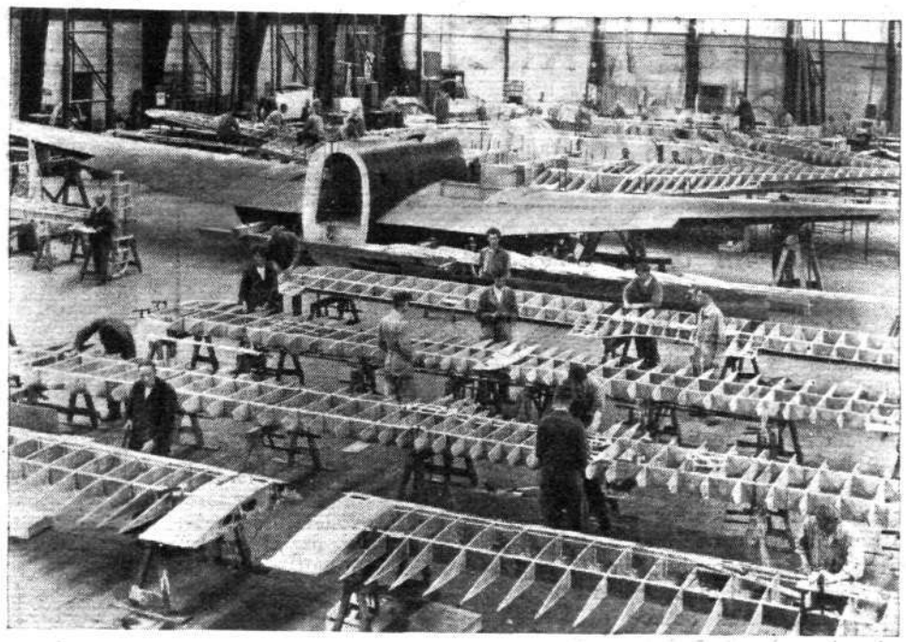

An order for Pegasus-engined IV bombers has been placed by the Netherlands Government with Fokker. The machines are seen here under construction.

The Leopard Moth of Mr. J. E. F. de Kok holds the fort for De Havillands on the aircraft side.

Germany sends actual examples of the Klemm K.L.35 two-seater cranked-wing monoplane, and the Bücker Jungmann biplane which is said to be one of the most tractable and responsive machines of its kind in the world. Gliders are also represented. Models of familiar types represent Focke-Wulf (Weihe, Stösser and Stieglitz); Henschel (in particular the Hornet-engined fighter-dive bomber); Hamburger (the trans-Atlantic floatplane); Messerschmidt (Taifun) Gotha (Go.145 and 146) and Arada (Ar. 95 and 96).

No Do. 17

Dorniers are obviously not permitted to publicise the Do. 17 medium bomber, which is commonly claimed abroad to out-Blenheim the Blenheim, but they do present a detailed model of their great Do. 19 bomber which, although quite a successful flying machine, does not quite fit in with Udet doctrines.

It corresponds to the Boeing formula (though, apart from the fact that it is a four-engined monoplane there is no resemblance) and is powered with four 700-1,000 h.p. Bramo radials. The N.A.C.A. cowlings carry concentric slots over the upper portions to smooth out the airflow in the vicinity. Two free cannons are fitted (as the speed is about 225 m.p.h. fire dispersion may not be a very serious problem) and there is a gun-pit, Whitley-fashion in the tail. The bomb-aimer has a little streamlined compartment beneath the fuselage proper.

One gathers that a commercial adaptation is being studied. The Do.X development boat has been dropped. The Do. 22 braced monoplane is shown in model form as a land- and seaplane, and the Do. 18 and Wal are suitably publicised.

Junkers are getting plenty of attention with their model of the four-engined Ju. 90 for Deutsch Lufthansa. The engines are BMW 132 H (820 h.p.), span 115 ft. and all-up weight 44,100 lb. It is very thoroughly flapped, has a smooth metal skin and a cantilever tail with twin fins and rudders. The radiators are underslung and the wheels retract into their long tail fairings.

Batas display the dainty little Zlin XII two-seater which may have the Persy or Mikron engine.

The Avrolanda concern, which has built Dornier Wals and Curtiss Hawks for the Netherlands Indies Air Force, shows appropriate models and Irvin parachutes.

Examples of these latter, by the way, are in evidence on the defence stand which also displays items illustrative of the entire range of Service equipment and activities.

Public Bodies

The Hollanders certainly seem to realise the value of publicity: there are excellent showings by the Civil Aviation Service; Post Office Department; Municipal Commercial Establishment; the City of Hague (with a great map, made by unemployed, of world airways); Royal Netherlands Touring Bureau and Aero Club and its associated Central Youth Committee; the National Aviation Fund and Laboratory; the National Training School; Netherlands Red Cross; Union for Protection Against Aerial Attacks; and the Union of Netherlands Gliding Clubs.

K.L.M. and K.N.I.L.M. have put up an extraordinarily fine show, presenting statistics in an easily digested form.

The Deutsch Lufthansa stand was likewise a model of its kind. It seems, in fact, that all the world's big air operating companies—including Imperials (represented on the K.L.M. stand) have first-rate publicity departments.

Philips exhibit their latest radio and lighting equipment; the Netherlands Titanic works show ropes and varnish of various natures; the Netherlands Dunlop Tyre and Rubber Company present a range of tyres, wheels and pneumatic gear.

Negretti and Zambra are represented by typical products; and Lorenz exhibit their popular equipment. Askani and Siemens display of instruments and accessories which are absorbing and comprehensive in the extreme. The Argus brake which is available for demonstration is being built over here by Averys.

A Wright Cyclone, electrically controlled Curtiss airscrew and Menasco six-cylinder Buccaneer are on the K.L.M. stand.

Schwartz, Heine and V.D.M. airscrews are displayed to great advantage.

The stand of Ed. Pelger offers, among other things, wares of D. Lewis, which seem to be popular abroad.

Photographic, respiratory and fire-fighting apparatus, collapsible dinghies, parachutes and model aircraft are not neglected; and, in all, there are about a hundred exhibitors.

Fokker presents the D.21 fighter (above), adopted as standard by the Dutch, Danish and Finnish Governments. Powered with the Mercury VII it does 278 m.p.h.

The Koolhoven F.K. 26 is one of a number of pioneer types and was obtained from a source apparent in this photograph of the machine being shipped to Holland some little time back.